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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 11. CLEVELAND, O., MARCH 17, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS.

AROUND THE LAKES.

CLEVELAND.

Captain J. McArthur is in the city fitting out his steamer Hiawatha.

Extensive repairs are being made on the steamers Raleigh, Sarah E. Sheldon and St. Paul.

Captain Clint Ennis is doing the decorative painting on several steamers being built at this port.

The machinery is being placed in H. H. Brown's steel steamer Charles J. Sheffield at the Globe shipyard.

Captain Thomas Wilson, for recreation, has gone to Chattanooga, Tennessee, where he will spend a few weeks.

Thomas Axworthy has added the schooner Joseph Page to his late purchases, the price being $26,000. She measures 625 tons.

William P. McKenney last season steward on the steambarge George Spencer will fill the same position on the steamer Spokane this season.

The necessity of a buoy on the Middle Ground has been greatly felt in past years and some effort should be made to secure one this season.

The yacht Winifred will be brought to Cleveland as soon as she can make the passage from Rocky River to receive new compound engines.

Captain Ira H. Owen, manager of the Escanaba and Lake Michigan Transportation Company, is on a business trip to Cleveland and Detroit.

Sale has been made of the schooner Theodore Voges by J. Watson to S. J. Butman and others for $4,800. Captain Butman will sail her.

The machinery and boilers are in Palmer & Johnson's steamer at Cleveland Drydock Company's yard, the pilot house about completed and the spars in.

Messrs. H. D. Coffinberry president of the Cleveland Shipbuilding Company, and T. J. Bristow, superintendent of construction, are making a flying visit to the east.

Pending the recent action of the vessel owners' association regarding steering orders. Mr. Rumsey, shipping master, will learn how many steamers are steered like vessels.

John Smith, engineer of the George T. Hope has gone to Bay City to fit out and superintend necessary repairs to the machinery. John Burns will be assistant with Mr. Smith this year.

Schooner Charles Hutchinson, in tow of the tug Cushing, left for Kelley's Island, Monday morning, but had to put back again at night. They left again Tuesday morning. The schooner will load stone for this port.

J. C. Hemmeter's, ship supply store at Nos. 125 and 127 River street, has been put in excellent shape and will be found full of choice new goods of all kinds required by vesselmen, who, he hopes will give him liberal patronage.

Record is made of the sale of 1-16 of the schooner John O'Neill by H. F. Johnson to W. S. Wright; 1-12th of the schooner Erastus Corning to Sarah Parker for $2,000; 1-16th of the propeller Queen of the West, Philip Minch to J. H. Palmer, $2812.50; ¼ of schooner Red White and Blue, W. W. Shaw and others to Messrs. Webb & Company.

The Globe Iron Works Company, has contracted with Captain Thomas Wilson, for a compound engine 30 and 56 by 48 inch stroke and two boilers 12 feet diameter and 12 feet long. This machinery, it is presumed, will go into a new steamer to be built at Quayle's yard as soon as room can be made by the launch of one of the steamers now on the ways.

At the Cleveland drydock, the schooner Niagara is in dock to have bottom recalked and other necessary repairs made. The schooner Zach Chandler is getting a new spar, the barge Shawnee two, and the J. F. Joy one. The company is also making repairs to the steamer St. Paul and the schooner Our Son.

At a recent meeting of the vessel owners association Secretary Pennington, read a communication from the Duluth chamber of commerce, asking the assistance of the association in trying to bring about the enlargement of the Sault ste Marie canal. There will be a convention of interested parties at the Sault on July 20. Action on this matter was deferred until the next regular meeting.

The Globe Iron Works Company, has a letter from Wolf & Davidson, Milwaukee saying that the Globe steam steerer, patented by the Globe Iron Works Company, of this city, in the new steamer Flower, is satisfactory and that it has received the highest commendation of all practical men who have examined it. These gentlemen testify that the Globe steam steerer is the best ever placed in a steamboat on the lakes. The Globe Company, with its usual enterprise, seeing the need of a perfect machine, has shown the inventive genius to supply it.

Captain Thomas Wilson has made appointments to his fine large fleet as follows: Captain Jones, steamer Spokane Captain Wm. Carlisle, steamer Wallula; N. S. Murphy, steamer C. Tower Jr.; A. E. White, steamer Kasota; John Buie, steamer Geo. Spencer; Ed. Morton, new steamer building at Bay City; Jas. B. Lowe, new steamer building at Quayle's yard; O. Olson, schooner Wadena; H. Gunderson, schooner Ironton; Thos. W. Skinner, schooner M. E. Tremble; C. N. DeOtt, schooner Geo. Adams; Thos. W. Otter, schooner David Dows. The steamer Hiawatha, sold recently will continue in the line and will be commanded by Captain John McArthur. The fleet now under Captain Wilson's management aggregates about 30,000 tons.

Meteorological summary for the week ending March 16:

Mean barometer	30.089
Mean temperature	31.0
Mean humidity	74.6
Total precipitation, inch	6.9
Prevailing direction of wind	N.W.
Total wind move	1737
Av. clouds	5.8
Av. state of weather	Fair.
Max. temperature, highest	59.0
Min temperature, lowest	13.7

WILLIAM LINE, Sgt. Signal Corps, U. S. A.

ASHTABULA HARBOR.

Special to the Marine Record.

At this port the harbor is free from ice, the iron ore docks are nearly empty, and there is a large quantity of coal ready for shipment. On the docks considerable work is being done and large improvements will be made, to facilitate the loading and unloading of vessels, and a very large business will be done the coming season.

J. P. Devney, shipbuilder, is doing some work on the steambarge Stafford. He is giving the schooner Monterey new ceiling and cants forward and aft, carbon combings, some new planking on stern and quarter, and calking. The schooner Monticello is having ceiling repaired, keelsons covered and new fore gaff. He is building a fishing tug, 47 feet over all, 10 feet 3 inches beam, 4 feet 6 inches depth of hold.

McKinnon Bros., machinists, are putting a new crank, new brasses and new valve stem into the tug Red Cloud, lengthening out the tug Dexter's engine frame and connecting rod. They will bore out the cylinders and put in new pistons and do other work to the machinery of the tug John Gordon. They are building machinery to unload from seven hatches of a vessel at one time, so as to unload 2500 tons of iron ore in ten hours from M. A. Hanna & Co.'s steamships Cambria and others. They are also doing a large amount of repairs to dock machinery. Engineers visiting this port will find every facility at this firm's shops for getting repairs done to the machinery on their boats, also, steamboat supplies.

Captain H. McKenzie and Engineer John Francombe are here, fitting out the steambarge W. R. Stafford.

Captain W. W. Starkey's grocery and provision store will be found stocked with the best of all kinds. The captain will be glad to welcome his old marine friends and all the new ones who will pay him a visit. His son Charley, who has been his assistant for the last four years, will open up a provision store at Fairport on the 1st of April. He will make a specialty of vessel business and will be glad to have vesselmen call and give his new store a trial.

J. G. Laird, shipbuilder, has removed his shipyard to the west side of the bridge. He has been giving the schooner Goshawk new ceiling, batch combings and general repairs. The steambarge Prentice has had her decks and ceiling calked and some necessary repairs. Wm. Pike, of East Saginaw, was the boss calker.

W. E. Harmon, dealer in choice groceries and provision and ship-chandlery, makes vessel supplies a specialty, and will be glad to have his marine friends rally around him the coming season.

F. E. Bugbee, ship-builder, has nearly completed a big job on the tug Red Cloud, comprising new deck frames and decks, new tow bits, tamarack knees all around, new engine, boiler and pilot houses and new cabin under deck. He has given the tug Dragon new engine room floors, new thresholds and other repairs, and will do some repairing to the tug Dexter.

T. H. Daly, formerly the Co. of S. C. Mills & Co., grocery and provision store keepers, has since the 1st of Jannary commenced running the store himself. He will be pleased to have his marine friends call on him, and he will supply them with the best and treat them well. WILLIAMS.

CHICAGO.

Special to the Marine Record.

To the schooner Jennie Mullen belongs the honor of having made the first round trip between this port and Grand Haven this season. She left Chicago the 10th inst., arriving at Grand Haven the 11th. Having loaded, she left that port Saturday evening and arrived at Chicago the following day. While making our harbor she struck the submerged portion of the artificial reef, better known as the government breakwater. Although a stiff northeaster was blowing at the time, she succeeded in getting off without damage.

The Goodrich line steamer Depere arrived Monday from Manitowoc, freighted with merchandise. To-morrow she will leave again, with a full cargo, for Manitowoc and intermediate points.

For several weeks our grain market has manifested no activity whatever. Agents are holding tonnage at 6 cents, but owing to light receipts and small stores at hand no charters have been made. The next two weeks will, however, develop an improvement.

Captain W. P. Henry, manager of the Lehigh Valley line, was in town last week, looking after the interests of the company. He states that the steamer Oceanica has received very extensive repairs.

George Worrington is building a fine steam yacht, to be used around our harbor. A description will be given in due time.

The schooner Lookout, Captain Laren, is painting and getting ready for business.

The schooner City of Erie has received a thorough overhauling, consisting of new masts, bowsprit, jibboom, plank sheer, deck, deck beams, some planking, and recalking. Captain Joe Williams will sail her.

The schooner Guido has been painted, and will be ready to leave for Manistee the 20th.

The schooner North Cape, loaded with flaxseed for Georgian Bay, had her decks calked and received some minor repairs.

The schooner Flying Cloud has received repairs amounting to over $1,000. Captain Thomas Scott, who owned the Bay State in '85, will sail her.

At Miller Bros.' drydock the schooners I. M. Forest and E. R. Blake were in dock to have leaks stopped; they will also receive new center board boxes, ceilings and frames; the propeller Syracuse had her decks calked; the schooner C. J. Magill received a thorough recalking; tug Chicago, a new deck; schooner Lake Forest, a main top mast; schooner Levi Grant, a bowsprit; schooner Winnie Wing, two new catheads; schooner Glad Tidings, about twenty stanchions, covering board, deck and deck beams, some planking and thorough recalking; propeller J. B. Lyon, some new stanchions, rail, and bulwarks; the steamers Alaska, St. Lawrence and Republic received some minor repairs.

At the Chicago Drydock Co.'s dock the steamer Ohio received a new center board box; schooner Ford River, a new mast; schooner Eliza, a fore mast; schooner City of Green Bay, a bowsprit; the tug Brothers received a new shoe and had her stern bearings fixed; tug Belle Chase, a thorough rebuild.

The first lumber laden craft of the season arrived on the 14th after a stormy trip. The propeller H S. Pickands started from Grand Haven Saturday evening with the schooners Apprentice Boy and C. O. D. in tow. When out five hours the breeze freshened into a gale and the sea began to run heavily. Suddenly the deck load of the Pickands shifted, causing her to list to the water line. It was impossible to hold the tow and the line was cut, setting adrift the two schooners, which completed the trip under reefed sails. The Pickands was righted somewhat by jettisoning several thousand feet of lumber and proceeded. Both of the schooners lost portions of their exposed cargoes but arrived here safely. The schooner Jennie Mullins, laden with lumber and shingles, also arrived with parts of her rigging missing. In trying to make the mouth of the river she was carried, head on into the breakwater. The nose was lifted out of the water by the shock and the captain and mate jumped onto the breakwater. Aside from the carrying away of her headgear her timbers were badly strained and her hold began to fill with water. A tug brought her into the basin, where she lay all night.

The following transfers of vessel property have been registered at the custom house: Schooner C. C. Trowbridge, whole, John Ford to Wm. Mueller; consideration, $780. Propeller Josephine, one-eighth, J. Fitzgerald to P. Finn; consideration, $2,500. Tug M. A. Minter, whole, W. F. Minter and F. Stayer to E. W. Hendricks; consideration, $1,550. Propeller Swallow, whole, E. E. Crepin and A. Flagsted to A. D. Campbell and W. H. Cook; consideration, $14,000. Propeller Swallow, whole, A. D. Campbell and W. H. Cook to E. E. Crepin and A. Flagsted; consideration, mortgage, $11,000. Schooner Willie Loutit, whole, John Lang to John Harper, consideration, mortgage, $540. Schooner W. A. Dunham, whole, John Lang to John Harper; consideration, mortgage, $540. SEMPER.

MACKINAW CITY.

Special to the Marine Record.

Ice in the straits unchanged. It is from eighteen to thirty inches thick. Loaded teams are crossing daily. It is impossible to tell when navigation will open. S.

TOLEDO.

Special to the Marine Record.

Captain D. Cleary and engineers, have arrived to fit out the steam barge, Fred McBriar.

Captain Malcolm Stalker left for Buffalo, to do some repairs to schooner Charles Foster.

Rooney's dredge Champion, is at work in Mitchell & Rowland's boom.

Bell, the ship carpenter, is putting a new foremast and mazzenmast in schooner Typo.

Captain Dan McAllister, leaves for Cleveland to-night, to load schooner Hattie Wells with coal, for Escanaba.

Captain Frank Wetmore has gone to Trenton, to fit out propellers Gault, Sage and Hopkins. They have been leased to the Union Steamboat Co., of Buffalo.

Captain Ketcham has arrived from Lorain, to get schooner Typo in shape for the season's business.

Barge John Ritchie is receiving some necessary repairs at Ohio Central dock. S.

REPORT OF PRESIDENT S. D. CALDWELL

TO THE MEMBERS OF THE LAKE CARRIERS' ASSOCIATION.

GENTLEMEN—I have the honor to submit the annual report of your board of managers.

The Lake Carriers' Association has finished its second year, and has more than ever justified its original declaration of the purposes for which it was organized. Without interfering with the course of commerce or with local matters, it has yet afforded a means, heretofore lacking for discussion and action upon matters affecting the general marine interests of the great lakes. It has been able to voice the sentiments of lake vessel owners, and furnishes a concrete means for addressing them as a body. Thus the board of government engineers appointed to enquire into the advisability of the acquisition by the United States of the Portage lake canals, was able to call upon this association for the views upon the subject of the marine interests of the different states around the lakes. So, also, in a prior instance, the Chicago board of trade, desiring to formulate an improved form of lake bill of lading, called for a committee from this association to represent the lake interests. In other cases members of the association have brought forward, in person and by letter, subjects which it seems to them desirable that the board should discuss.

Without further preface, I will take up in detail the principal points covered by the year's work.

COAL RATES PER GROSS TON.

One of the first subjects which the present board had to take up was the question of shipping anthracite coal at rates per gross ton, instead of at rates per net ton, as was the custom. The coal shippers, having a strong organization, opened the season of 1886 with the agreement to ship coal only at rates per gross ton, their apparent object being to succeed ultimately in having gross tons carried at net ton rates; or, at all events, to indirectly reduce the compensation received by coal carriers. At a board meeting April 6, a resolution was passed protesting against this movement and recommending members to accept only rates per net ton. A fortnight later, the shippers remaining firm in their demands, resolutions were drawn up at Cleveland (by the Cleveland Vessel Owners' Association,) Detroit and Buffalo, and widely signed by the carriers, formally agreeing to accept no coal for shipment save at rates per net ton. The Chicago and Milwaukee managers were written to, to encourage similar action on their part. Daily meetings were held at Buffalo by the Buffalo Local Vessel Owners' Association, a body organized for the purpose under the auspices of the Lake Carriers' Association. Never in years before had the carriers opposed so bold and united a front to a determined demand from shippers. The result was entire success for the carriers, the coal men wisely withdrawing from a position considered so obnoxious by the united lake interests.

UNIFORM BILLS OF LADING.

In discussing the coal question, the desirability of a uniform bill of lading for coal shipments naturally came up, and a committee of three was appointed to confer with the leading coal shippers and prepare a form of bill of lading which should be mutually satisfactory to shippers and carriers. The committee held some preliminary meetings with the coal men, and found them favorably disposed, but have not yet made a final report, thinking it desirable to await the conclusion of the bill of lading negotiations with the Chicago board of trade, that the coal bill of lading may follow the same general form and conditions, though with such special clauses as may be necessary covering demurrage, etc.

The special committee appointed to confer with the Chicago board of trade with reference to the adoption of a uniform form of lake and lake and rail bill of lading, said committee consisting of Frank J. Firth, W. Bullard, Eber Ward, Jos. Austrian and W. M. Egan, is also still in action, no final result having yet been reached. Further meetings were held in Chicago in March and in June, with the committee from the Chicage board of trade, but no form has yet been agreed upon satisfactory to both interests. It being found necessary, in the discussion of lake and rail bill of lading questions, that the new form should be on a general plan available also for the rail lines, Mr. Firth, as chairman of our committee, was authorized, April 27, 1886, to negotiate with Mr. Albert Fink, Trunk Line Pool Commissioner, and Mr. G. R. Blanchard, Commissioner Central Traffic Association, with reference to the general adoption of a uniform bill of lading, on the basis of the form under discussion between the Lake Carriers' Association and the Chicago board of trade; it being understood that Mr. Firth should report back to the board for final action.

BRIDGE BELLE ISLE TO DETROIT.

In May last, a communication was received from one of our Detroit members asking the association to oppose the proposed bridge from Belle Isle to the Detroit shore. The text of the bill (H. R. 1205) and General Poe's report upon it to the secretary of war, were obtained by the secretary and submitted to the board. Mr. James Millen, our vice president at Detroit, was consulted, and stated that the majority of the local vessel owners thought the bridge would be no obstacle to navigation, and that it veiled no ulterior purpose. At a board meeting May 28 it was voted [Appendix A] that, inasmuch as the channel to be crossed by the bridge was not the one most commonly used by lake vessels, the association would not oppose the bill, provided it should be so amended, in accordance with General Poe's suggestions, as to provide for a draw, situated in mid-channel, and having a clear opening of 125 feet on each side of the pivot. A protest was embodied in the resolution against any future attempt to bridge the south or main channel, from Belle Isle to the Canadian shore.

BRIDGE ACROSS THE SAULT STE. MARIE RIVER.

By an act approved July 8, 1882, Congress authorized the Sault ste. Marie Bridge Company to build a bridge across the river "at or near the rapids." No action being taken, a bill was passed by the house of representatives July 20, 1886, providing that the Minneapolis, Sault ste Marie & Atlantic Railway Company might build a bridge across the river, also "at or near the rapids," or that the Sault ste. Marie Bridge Company might proceed to build its bridge as before allowed, or that the two corporations might build a bridge jointly, but that only one bridge should be built, "it being the intention or congress that the interests of commerce, including the transportation by water as well as on land, shall be kept in view." Also, that the bridge, if constructed, "shall have one pivot drawbridge over the ship canal connecting Lakes Huron and Superior, convenient for the passage of ships, vessels and steamboats, and of the entire width of said canal, clear of all obstructions of every kind from said bridge, and twenty-five feet additional over the tow-path on either side whenever said draw is open, * * * and the said draw shall be opened promptly upon reasonable signal for the passage of boats and vessels, but in no case shall unnecessary delay occur in opening said draw during or after the passage of trains; and the operation or working of said drawbridge shall at all times be under the supervisions of the secretary of war, and shall be subject to such rules and regulations as he may prescribe." This latter bill (H. R. 6104) was brought up in the senate July 21, and referred to the committee on commerce. It was discussed by your board September 2, and resolutions [Appendix B] were sent to the chairman of the senate committee, requesting that, in view of the importance of the subject, this association be allowed a hearing prior to any final action on the bill.

It appearing that active measures were being taken toward building a bridge, the subject was brought up again at a meeting of managers and members, held at Buffalo, January, 18, 1886 The general feeling expressed was that any bridge at the Sault was objectionable, but that it probably could not be avoided, and that the wisest course was to content ourselves with seeing that the bridge be made as little detrimental to commerce as possible. That if a bridge was to be built, the least objectionable place was that provided by the bill, as vessels must slacken speed in any event, in the canal, and experience some detention independent of any bridge. The opinion was unanimous that the act should be so amended, in accordance with a suggestion of Geo. O. M. Poe, U. S. engineer at Detroit, that the draw should be open continually when not in use, and the vessels should always have the right-of-way. A petition to this effect was submitted and signatures obtained.

Maj. Farquhar was requested to represent this association when the bill came up for discussion before the senate committee, and the Hon. Geo. H. Ely, of Cleveland, appeared before them on behalf of the Cleveland Vessel Owners' Association. Through their efforts the bill was amended as follows: "And whether the said bridge shall be constructed under the said act of July 8, 1882, or under this act, the operation or working of said draw bridge shall be subject to such rules and regulations as he [the secretary of war] may prescribe; but in either case, during the season of navigation the draw shall habitually stand open, and may be closed for the passage of a train or trains only when they are in actual readiness to cross, and it shall be re-opened immediately after said train or trains shall have passed it; but the secretary of war may, in his discretion, relax the operation of this requirement during such hours of the day or night as may not be used or required for the passage of boats or other craft through said canal or locks." The bill, however, never passed the senate.

LABOR ARBITRATION.

May 4, 1886, resolutions [Appendix C] were submitted to the board, suggesting that this association unite with other associations of employers and the employed, with a view to establishing a national board of arbitration, substantially as outlined in the message of the president of the United States to congress, April 22; for dealing with labor differences such as were then distracting the country and impairing its prosperity. It was thought that the Lake Carriers' Association, representing the wide extent of territory that it does, might properly start such a movement. Copies of the resolutions were sent to all the managers, and met with much approval. They were voted on at the board meeting May 11, but the labor situation had so changed during the week that it was feared that the resolutions, instead of doing good, might only renew the agitation, and they were consequently tabled.

HARBOR OF REFUGE AT LAC LA BELLE.

At the board meeting of September 2, 1886, a letter of July 9 was submitted from Mr. Geo. H. Lewars, secretary Conglomerate Mining Company, Philadelphia, asking that the association aid in having the government establish a permanent harbor of refuge at Lac la Belle, Michigan. Documents were submitted containing correspondence between the secretary of war and the chief engineers on the subject, together with a favorable report from J. W. Barlow, Lieut.-Col. of engineers, and letters from other persons. Also, copies of petitions to congress from Chicago, Milwaukee, St. Paul, Duluth, Detroit, Port Huron, Sault ste. Marie, Bayfield, Baraga, Cleveland, Buffalo, etc. Inasmuch as Lac la Belle would afford a very convenient harbor of refuge from the heavy seas outside Keweenaw Point, and such harbor could be constructed at a moderate expense ($25,000 for a canal twelve to fourteen feet deep, and $114,000 for a depth of eighteen feet,) resolutions were passed [Appendix D] favoring the improvement.

PRIVATE LIGHTS IN PUBLIC WATERS.

The so-called Dingley bill, "prohibiting the establishment of private lights and private buoys, and for other purposes," was discussed by our board February 13, 1886, and considered a most excellent measure, but no formal action was then taken. In September the subject was again brought up through a threatening letter from the proprietor of certain private lights in the Sault ste. Marie river, to the master of the propeller China, the owners of the China having refused to subscribe for the lights. At a meeting of the board September 21, a resolution was passed [Appendix E] on motion of Mr. E. T. Evans, seconded by Mr. Eber Ward, favoring the bill, and urging its passage. An explanatory letter was at the same time sent to Mr. Dingley. The lighthouse board last November, in its preliminary report for 1886 to the secretary of war, renewed strongly its recommendation of 1883, that private lights and buoys be prohibited in the navigable waters of the United States, giving arguments and illustrations in support of their position. Mr. Dingley's bill fully provides for the support by the government of any private lights now existing and considered necessary for commerce. We are advised by Mr. Farquhar that no member of the house committee on commerce, to which it was referred, was opposed to the bill, but in the general rush of business at the close of the session it failed to pass the house.

At a board meeting, October 12, 1886, the proposed purchase by the United States of the Portage lake canals through Keeweenaw Point was discussed, and resolutions passed [Appendix F] favoring their purchase, with a view to improving them and making them free waterways and harbors of refuge. A copy of this resolution was sent to the board of engineers, appointed under the river and harbor act approved August 5, 1886, to examine into the advisability of the purchase. A letter was received [Appendix G] from Gen. Henry L. Abbot, president of the board, acknowledging the resolutions, and asking that, in addition to this general expression of opinion, the members of the association most largely interested in navigation should write to him their individual views on special questions submitted be him. Copies of Gen. Abbot's letter were sent to all the members of the association, and to the public press, and letters were written to him, in reply, by Messrs. Ira H. Owen, H. M. Hanna, E. T. Evans, Thos. Wilson, W. Bullard, Frank J. Firth, Wm. P. Henry C. F. A. Spencer & Bro., Jos. Austrian, and S. D. Caldwell. These letters, which are unanimous in favor of the purchase of the canals, are printed in full in Ex. Doc. 105, 49th congress, 2nd session. The report of the board concurred in by the chief of engineers and the war department, was unanimous for appropriations as follows:

For exting ishing private franchises..	$350,000
For opening a through route, having a minimum depth of sixteen feet and a minimum bottom width of seventy feet.....	225,000
For providing a safe entrance from Lake Superior.....	850 000
For providing a safe entrance from Keweenaw Bay.....	220,000
	$1,645,000

The report adds, that when the increasing needs of commerce demand a depth of twenty feet, an additional expenditure of $730,000 will be required.

The river and harbor bill, passed by the late congress, covered the first item only, of $350,000, for the simple acquisition of the property. The bill, as you know, was rushed through at the last moment, but failed to receive the signature of the president in time to become a law.

STURGEON BAY AND LAKE MICHIGAN SHIP CANAL.

October 12, 1886, the attention of the board was called to an advertisement from the board of engineers, appointed under the river and harbor act of 1886, to examine into the advisability of the acquisition and improvement by the United States of the Sturgeon Bay and Lake Michigan ship canal, connecting the waters of Green Bay and Lake Michigan, with a view to making the same a free passage way and harbor of refuge. This advertisement asked for expressions of opinion from all interested. The subject was referred to Vice President W. M. Egan, of Chicago, and after a protracted correspondence and resolutions submitted by Mr. Egan were adopted [Appendix H], declaring it desirable and proper that the United States should have control of the canal, and render it a free passage way and harbor of refuge.

The board of engineers made a most thorough and careful report (Ex. Doc. 106, 49th congress, 2d session), and concluded with the concurrence of the chief of engineers and the department of war, that the conversion of Sturgeon Bay into a harbor of refuge might be regarded as a public necessity; that the grant of land, donated to the state of Wisconsin, act of April 10, 1866, was sufficient to have built the canal, and should the government now assume control no payment would be due, equitably or legally, for its construction and maintenance; and that the United States should not be made to become responsible for an insufficient canal, encumbered with a heavy lien, results due to an inefficient agency not contemplated by the original act or recognized by any subsequent act of congress.

BOARD OF ARBITRATION FOR SALVAGE CLAIMS.

January 18, 1887, a letter was submitted to the board from Mr. F. J. Firth, president of the Anchor line, suggesting that a method be formulated for appointing a committee to whom should be referred all differences as to the amounts to be paid for important assistance rendered one vessel by another.

As a result of this letter, regulations were adopted at the board meeting February 10 [Appendix I], providing a board of arbitration for deciding disputes as to amounts to be paid for assistance rendered to sail or steam vessels or tugs in distress. This is one of the most important measures of the year, affording an equitable, prompt and inexpensive method of settling these differences, which are constantly arising. The regulations were printed and sent out February 12, and have already been signed by twenty-eight members, representing some one hundred and sixty vessels.

SAULT STE MARIE CANAL AND LOCKS.

This is a subject of the greatest importance, which has continuously held the attention of this and the former board. The present lock, constructed in 1881, though a magnificent structure, will yet prove insufficient for the demands of commerce, under the most favorable conditions, in six years, should the tonnage passing through it continue to increase as it has in the past. Should the number of vessels increase in the same ratio as in the past season, the capacity of the lock will be reached in 1888 Appropriations have been made by congress for the construction of a new and larger lock, 700 feet in length, and with twenty-one feet of water over the miter sills. Representative John M. Farquhar has been thoroughly posted on this subject, at his request, and also upon the Hay Lake channel, which will afford a route down the Sault river navigable by night as well as day. The subject will be kept in mind by this association, and every possible assistance rendered to the completion of the work. The blockade to commerce which might ensue should an accident happen to the present lock before the new one is completed, is appalling to think of. The injury arising from the carrying away of the lower gates (the accident most to be feared) and the consequent pouring through the lock of the great volume of water under a head of eighteen feet, might be so great, General Poe says, as to close the canal for the remainder of the season.

OTHER SUBJECTS.

Other projects which have been approved by your board are the establishing a light at Two Harbors, Minn., and one at Grosse Pointe, Lake St. Clair; of a fog-whistle at Buffalo, and one also on the western side of Keweenaw Point at the outlet of the Portage Lake canal; and also, the improvement of the mouth of Detroit river, off Bar Point. The Foran bill (H. R. 6235), "To regulate shipping," was opposed, and the chairman of the house committee on commerce so advised. Other projects have been discountenanced or opposed by the board.

In conclusion, I desire to urge upon managers and members the importance of their active interest and hearty co-operation with the board. Suggestions and criticisms are invited, and all will be welcome. Extension of membership is also desired. As I said a year ago, I should like to see every vessel sailing the lakes represented in the association. The owners of a single vessel are as welcome as the owners of a fleet, and the dues are so trifling as to be a hindrance to no one. We antagonize no local organization, and desire to act in sympathy with all such, but invite general membership in this association for general purposes. I have seen this association alluded to as a Buffalo concern. Such a view of the matter is certainly not borne out by any action of your board. We have even avoided the discussion of local Buffalo questions, lest the general usefulness of the association be impaired. I think it might be well to so amend the constitution, that the annual meeting may be held by vote of the board, at Cleveland, Detroit, Milwaukee, or Chicago, from year to year, as may seem desirable. Or in some other way to render prominent the fact that this is not a local body, but organized, as set forth in its constitution and on its letter-headings: "To consider and take action upon all general questions relating to the navigation and carrying business of the great lakes and the waters tributary thereto, with the intent to improve the character of the service rendered to the public, to protect the common interest of lake carriers and promote their general welfare."

The thanks of the board are due, for assistance, information and suggestion, to Mr. J. T. Whiting, of Detroit; Hon. Omar D. Conger, United States senator from Michigan, and General O. M. Poe, Lieut. Col. of U. S. Engineers, Detroit. The topics presented in the report will be taken up in order, at this meeting, for discussion and further explanation. Criticism is invited and suggestions for the future.

By order of the board.

S. D. CALDWELL, President.

Buffalo, March 9, 1887.

APPENDIX A—BRIDGE DETROIT TO BELLE ISLE.

The board of managers of the Lake Carriers' Association, at a meeting held at Buffalo, May 28, 1886, having under consideration house bill 1205, "to provide for the construction of a bridge across the west channel of the Detroit river to connect Belle Isle Park with the mainland," it was voted that

WHEREAS, This channel, ordinarily called the American channel, is not the one most commonly used by lake vessels; and

WHEREAS, The bridge called for by this bill, if provided—as advised by General O. M. Poe, Lieut. Col. of Engineers, Detroit—with a draw, situated in mid-channel, having a clear opening of 125 feet on each side of the pivot, would not prove so serious an obstruction to navigation as to be prohibitory,

Resolved, That the board of managers of the Lake Carriers' Association does not feel called upon to oppose this bill, if amended in

[*Continued on Sixth Page.*]

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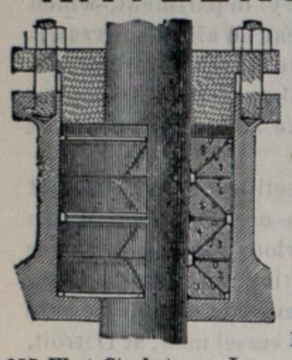

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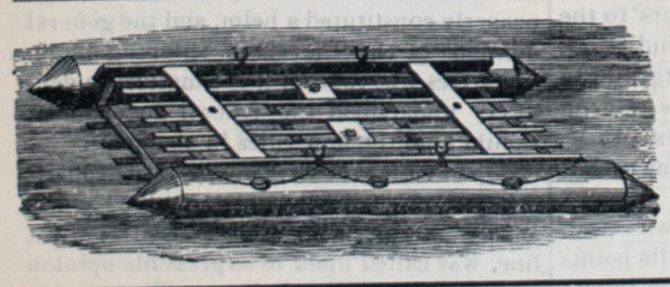

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No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"	.....	*12 noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

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No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	6 35 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
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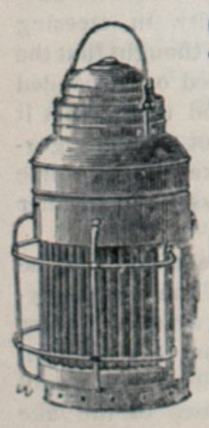

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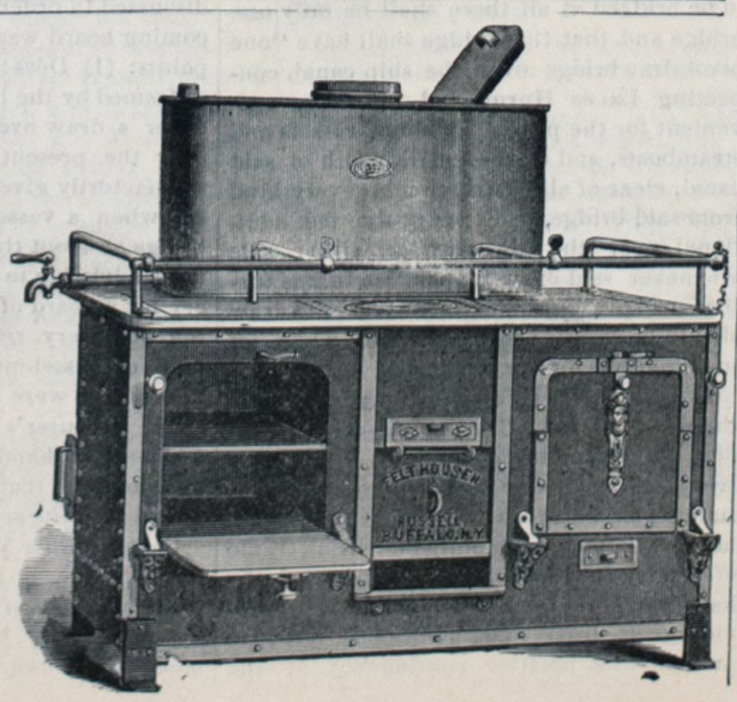

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CLEVELAND, O., THURSDAY, MARCH 17.

THE NEW STEERING ORDER.

Many conflicting views have been taken of the recent order of the supervising inspectors, and much comment had on the proportionate number of steamers that must, unless the order is suspended, change their steering mechanism.

In Zell's Encyclopedia we find that the helm is the mechanism of the steerage of a ship, comprising three distinct portions, viz., the rudder, the tiller and the wheel, though in small craft this last item is wanting. To put the helm a'starboard is to put the tiller over to the right side; a'port to the left or port side; *up*, to the weather side; *down*, to the lee side. The rudder is primarily an oar; an instrument by which a ship is steered, being that part of the helm which enters the water and is attached to the stern post, as is also the tiller or quadrant, with which it turns. The action of the rudder is thus explained: "While it remains in line with the keel, the force of the water gliding past the deadwood or narrow portion of the stern, is equal on both sides of the rudder, and equilibrium is maintained, but if the rudder be forced to one side the pressure is taken off on the opposite side, while from acting on a less angle the water exercises an increased pressure on the side to which the rudder is turned. The result is to force the stern around on the center of gravity, as on a pivot, the ship's head, of course, swinging to the same side on which the rudder is. In sailing on a wind the rudder is kept permanently on one side to counteract the tendency to make leeway.

These are facts patent to all seafaring men. Nevertheless some confusion of technical terms has arisen in construing the true meaning of the order. The new regulation says the wheel and the helm shall turn the same way and the head of the steamer in the opposite direction. In considering the rudder as a component part of the helm this will be impossible, as it must necessarily move in the opposite direction with the tiller. We must therefore construe the meaning to apply only to the wheel and tiller, the tiller being a stick or handle with which a boat is steered. The object of our work therefore, in striving for uniform steering gear and uniform wheelsmen has not met with the consideration by supervising inspectors that it was entitled to. The result is that there will be, in case the order is not reconsidered, two systems of steering, one for steamboats and one for sailing vessels, and there will be two sets of wheelsmen. It will then be seen that there will be quite as much danger of collision as ever. There are a number of our steamers with the tiller pointing aft which can comply with the new rule without changing the gear; also a number which have their chains crossed in the pilot house; while there is a majority that steer the same as all sailing vessels on the lakes, the wheel, rudder and head all swinging a'starboard when the order to starboard is given. The latter will be obliged to change their gear on the enforcement of the rule. Does it not seem natural, and is it not the better system to make all uniform, both sail and steam?

We have no doubt, in case lake men can show that the new rule will necessitate a change in a greater number of steamers in its present shape than one to make all steamboat's steering mechanism uniform in effect with that of schooners and barges, the order can be rescinded by the secretary of the treasury to whom testimony should be addressed as the board of supervising inspectors meets but once a year. The board could, however, be called in special session to act.

THE LAKE SEASON OF 1886.

In this issue of the MARINE RECORD the annual report of the secretary of the Lake Carriers' Association for 1886, is published. The paper is an able and comprehensive document, and reflects great credit alike upon Mr. Caldwell and the association which he represents. Of course, every matter concerning the lakes last year has not been treated by him, but he has touched upon the subjects of most vital interest to the mercantile community during that period. The Lake Carriers' Association is doing yeoman's service for the vessel interests of the lakes, and, together with the Cleveland Vessel Owners' Association, and the Chicago board of trade, deserves the gratitude of all doing business on these waters.

Mr. Caldwell could scarcely be expected to take cognizance of everything, and he has done well enough for the lake interests by the admirable report he has produced. Certainly the claim of the association can not be disputed that while it has not used its influence to interefere with the course of commerce or with local matters, "it has yet afforded a means, heretofore lacking, for discussion and action upon matters affecting the general marine interests of the great lakes. It has been able to voice the sentiments of lake vessel owners, and furnishes a concrete means for addressing them as a body." The question of securing uniform bills of lading for coal shipments is one of great importance to marine interests, and it is to be hoped that through the efforts of the association, in their negotiations with the principal coal men, an agreement will soon be reached which shall be satisfactory alike to the shippers and carriers of coal cargoes.

When the proposal to bridge Detroit river, between Detroit and Belle Isle was first broached it was reasonably assumed by vessel owners that the scheme was obnoxious to the marine interests. The opposition to the scheme took the form of a compromise, which, when completely carried out, will at least deprive it of its most objectionable features. The committee of the Lake Carriers' Association, as well as other marine associations, agreed that if the company placed a draw in the center of the proposed bridge, wide enough to permit vessels to pass easily, they would not oppose the measure, and no doubt the company will see it to be their interest to do this rather than antagonize the vast marine interests of the lakes. In like manner the proposal to bridge the Sault was regarded with great and justifiable suspicion by lake vessel owners, when it was first mooted several years ago, but chiefly through the want of just such organizations as the Lake Carriers' Association no combined action was taken by those who believed their interests to be in peril, and in 1882 congress gave the Sault ste Marie Bridge Co. permission to bridge the river at a point near the rapids. The Bridge Co. did nothing, however, with the permission thus obtained, and then the Sault ste Marie & Atlantic Railway Co. agitated to obtain the right to build another bridge at or near the same place. By this time the vessel owners had become thoroughly alarmed at the prospect of having the passage of the Sault impeded by two bridges in close proximity to each other, and made an protest which has resulted in the clearly defined understanding that if the Sault is to be bridged at all there shall be only one bridge and that that bridge shall have "one pivot drawbridge over the ship canal, connecting Lakes Huron and Superior, convenient for the passage of ships, vessels and steamboats, and of the entire width of said canal, clear of all obstruction of every kind from said bridge, and twenty-five feet additional over the tow path on either side whenever said draw is open." It was further made to be understood that the draw should be kept open continually when not in actual use for the passage of trains.

It is to subjects of such importance as these that the Lake Carriers' Association has devoted its intention since its foundation two years ago. One of the most important subjects now before the association is the necessity which the rapidly increasing traffic of the lakes makes for an extension of the lock system on the Sault canal, and, by providing at least one additional lock, to prevent the possible contingency of the whole upper lake traffic being blocked through an accident to the present lock structure. The secretary of the association says that the members will keep the subject prominently before them, and if they succeed in hastening on the desired improvements on the Sault, they will add immensly to the value of the services they have already rendered to the vessel owners and carriers of the lakes.

THE deputation, which went to Ottawa to interview the government in connection with the removal of the Welland canal tolls, are satisfied that they made such a favorable impression on the government that they are warranted in anticipating that their request will be complied with. The gist of the deputation's arguments was contained in the remarks of Captain Gaskin, who headed the Kingston deputation before the ministers. He pointed out that as long as the Erie canal was free, the Welland, to compete successfully, must be free also; in other words that the shipping interests must have protection as well as the manufacturing. Sir John in replying said he was satisfied that the deputation desired to benefit the trade of Canada, and that the previous action of the government in reducing the canal tolls might be taken as a precedent that everything reasonable and possible would be done in the interests of the shipping trade of the country.

THE proposal of the Michigan Central railway, to erect a bridge at Detroit for a winter crossing has elicited very strong navigation inteaest all along the lakes. On its face, the proposal of the railway people, to use the bridge only during ice blockades, and remove everything that interfere with navigation every spring, looks innocent enough, but vesslemen have very little faith that the railway people would be contented with their own proposal. They are pretty certain that the winter use and spring removal of the bridge would be only the entering end of the wedge, and that a summer bridge with all the annoyance to navigation that that implies, would speedily follow.—Sarnia Canadian.

THE long-vexed question of the validity of the shortage clauses in bills of lading, and of the consequent right of consignees to deduct from freight the value of shortages, has at length been submitted to judicial determination in the case of Mackay vs. McBean in which Judge Price has given his decision in favor of the clause in question. The Judge decides in effect that he universal use of bills of lading containing the shortage stipulation creates an implied authority from the ship owner to the master to bind the former by signing such documents.

THE New York Nautical Gazette says: "Captain Merriman, of the Life-Saving Service, for some time past an invalid at his home, in Englewood, N. J., has convalesced so far that, last week, he was enabled to marry the gentle nurse who watched him safely through his severe illness. Romance never dies. May the gallant captain and his fair bride tread closely as may be on the heels of never!"

The Providence steam capstan windlass is the most convenient to operate of any in use. The operator standing at the engines, can reach the friction levers, the locking levers and the engines without moving out of his position.

LAKE CARRIERS' ASSOCIATION.

BUFFALO, March 14.

Special Correspondence to the Marine Record:

The annual meeting of the Lake Carriers' Association was held at Buffalo March 9, 1887. There were present, from other cities, Messrs. A. W. Colton, Toledo; Frank J. Firth and John E. Payne, Philadelphia; Thomas Wilson, Cleveland; James Millen, Eber Ward, John V. Moran, J. T. Whiting, and C. C. Blodgett, of Detroit. Answers were received from other managers to the effect that Messrs. M. Bradley and H. M. Hanna were in Florida; R. P. Fitzgerald in Georgia; Jos. Austrian and Thos. Martin away traveling; and Ira M. Owen, W. M. Egan, David Vance detained at home by important business.

The president's annual address was read, as printed on another page, and its points discussed in order. The attention of the incoming board was invited to the following points: (1) Does the bill for the Sault bridge, as framed by the late congress, satisfactorily cover a draw over the new lock as well as over the present one? (2) Does the bill satisfactorily give the right of way to a vessel, when a vessel and a train reach the bridge at about the same time? (3) Would it be advisable to make the present machinery for a board of arbitration available for the voluntary reference of all differences between vessel-men? Other suggestions of importance were made.

The treasurer's report was read, showing a balance on hand of $134 63. It was voted unanimously that a $100 of the balance be awarded to the secretary.

Captain Eber Ward submitted an amendment to the by-laws, providing that the place and date of the annual meeting shall not necessarily be in Buffalo, nor in the month of March. This amendment will be voted upon, in accordance with the constitution, at the next board meeting.

President Caldwell now left the chair, and Captain Millen was made chairman of the meeting of members for the election of a new board. Messrs. E. T. Evans, Eber Ward, and Thos. Wilson were made a nominating committee, to prepare and submit a ticket. The ticket submitted by them was elected unanimously, as follows:

Thomas Martin, Oswego; James Ash, W. Bullard, S. D. Caldwell, David Donaldson, E. T. Evans, and W. P. Henry, Buffalo; Frank J. Firth, Erie; M. Bradley, H. M. Hanna, and Thos. Wilson, Cleveland; A. W. Colton, Toledo; Jas. Millen and Eber Ward, Detroit; Jas. Davidson, Bay City; Jos. Austrian, W. M. Egan and Ira H. Owen, Chicago; R. P. Fitzgerald and David Vance, Milwaukee; and Alex. McDougall, Duluth.

A meeting of the new board of managers was now called, and officers elected by them as follows: President, S. D. Caldwell; vice presidents, Jas. Ash, Frank J. Firth, Jas. Millen, Ira H. Owen; secretary, Francis Almy; treasurer, Jas. Carey Evans.

Captain Millen called the attention of the board to a shoal in the Detroit river, opposite First street, on which the Cumberland, drawing fourteen feet of water, had grounded. It was understood that he would submit the subject formally in writing.

A letter from the editor of the MARINE RECORD, Cleveland, was submitted, suggesting that the RECORD be made the official paper of the Lake Carriers' Association. It was laid over for more careful consideration at the next meeting.

A letter was read from T. W. Kirby, Grand Haven, protesting against the recent ruling of the treasury department, which makes the steering gear on all steam vessels uniform, but opposite to that in current use on sail vessels. Considerable discussion ensued, but no definite action was taken at this meeting.

There will be a meeting of the board of managers at Buffalo on Thursday, March 17, to take up the various subjects left over from the annual meeting, and also a letter from the Duluth chamber of commerce asking a conference with vessel men, at Detroit, concerning the adequacy of the proposed new lock at Sault ste Marie.

VESSEL OWNERS' ASSOCIATION.

There is a good deal of doubt among Cleveland vessel owners with regard to what constitutes a helm. According to Webster, a "helm is an instrument by which a ship is steered, consisting of a rudder and a tiller, and in large vessels a wheel." In "Kedge Anchor," by William N. Bradley, a helm is defined as "a wooden bar point through the head of the rudder; also, called the tiller." These conflicting and not too definite opinions puzzled several members of the Vessel Owners' Association at their meeting in the board of trade rooms Monday afternoon, who had met to consider the amended steamboat rules and regulations, recently issued by the supervising inspector general of steam vessels in Washington. The section chiefly indicted for ambiguity was section 24, which requires "that masters and pilots of steamers on lakes and seaboard are required to have their wheel chains rove so that the wheel and helm shall move in the same direction, so that when the wheel is put to starboard the vessel's head shall go to port, and when the wheel is put to port the vessel's head shall go to starboard." Some private discussion took place about what properly constituted a helm, and the general opinion of the Cleveland shipping representatives was that until the matter be definitely understood the federal government should hold the new rules in abeyance.

Captain James Corrigan was elected chairman of the meeting, and Captain Thomas Wilson, representing the Wilson Transit line, was called upon to express his opinion upon the new regulations. The trouble lay, he said, in crossing lines and consequent conflicting orders. In some boats he had been on the chains were crossed, and in others they were not, and he knew that confusion resulted. He had read the rules issued by the supervising inspector general, and had an idea that they were not going to do just what they aimed to do—namely, securing uniformity in steering regulations. Therefore, he thought that the section should be so amended or suspended until it was generally agreed upon what it fully imported. He did not wish any government resolution to make things worse than ever with regard to vessel and steamer steering on the lakes.

Another gentleman present said that he thought a large majority of the vessels plying on the lakes had their wheel and tiller work the same way, and that the question of importance was what alterations would cause the least inconvenience to the lake

mercantile community. He should say that not one vessel in ten upon the lakes had the wheel working opposite from the tiller. Captain Johnson said that all his steamers were steered the same as vessels, and Captain Peter Minch said the same in regard to his vessels. Captain Mack said that when the busy period arrived there came along a number of men whom it was impossible to tell as wheelsmen or sailors, and whose ability could only be found out when a vessel got into a really tight place, when a sailsman was just as liable as not to use the cross chains in the same way he had been accustomed to use the helm on a sailing vessel. He knew from experience how the average man was liable to forget himself in an emergency, and he, therefore, was in favor of having steering regulations that were well defined, both for vessel and steamboatmen. In agreeing with these sentiments Captain Pat Smith said that the prevailing understanding among vessel and steamboat men was as conflicting as it would be to attempt to drive a horse down Superior street, and guide him with crossed lines.

After a brief debate the secretary drafted the following resolutions, which were unanimously adopted:

WHEREAS, Rule No. 5, section 24, set out in the circular of Supervising Inspector General James A. Dumont, dated February 19, 1887, prescribes that the wheel chains of steamers shall be rove in a manner which would require steamers to be steered in a manner different from sailing vessels; and,

WHEREAS, In the judgment of the members of this association, the greatest safety in navigation will be secured by having steamers and sailing vessels steered in the same manner, so as to secure entire uniformity in all vessels in the manner of rolling the wheel; and,

WHEREAS, A majority of our lake steamers now have their wheel chains so rove as to require the wheel to be moved the same as in a sailing vessel, and the opposite to that prescribed in said rule No. 5;

Resolved, That this association, comprising the vessel owners of the district of Cuyahoga and the neighboring districts, respectfully request that said rule No. 5, section No. 24, be suspended and not go into effect this year, nor until the matter is thoroughly and fully canvassed so that the real necessities and most desirable method of reeving wheel chains be definitely ascertained.

Resolved, That the secretary be instructed to send copies of this resolution to the supervising inspector general, and to other associations kindred to this."

CONFUSION AT THE WHEEL.

To the Editor of the Marine Record:

I agree with Captain T. W. Kirby, of Grand Haven, Mich., in every particular in regard to his objection to section 24 of the amended steamboat rules and regulations, (as per his letter in your issue of March 10,) applying to a uniform steering gear. Without a doubt there should be uniform steering but it should apply to all vessels, sail as well as steam. It seems the uniformity of steering our steamers is to consist in the way the steering wheel is to be turned. Some steamboat men, especially those who have been brought up on steamers, claim the steering wheel should turn the opposite direction to which you want your vessel's head to swing. That is, if you wish your vessel's head to swing to starboard you should turn your wheel to port. If you wish your vessel's head to swing to port you should turn your wheel to starboard. In other words we must do our steering with crossed wheel chains. Now don't this look mixed? The idea of the starboard wheel chain going in the pilot house on the port side and the port wheel chain going in the pilot house on the starboard side is enough to condemn it.

I claim (and am confident there is a large majority with me) that the steering wheel should turn the same way you wish your vessel's head to swing. If you would wish to clear an obstruction on the port bow, turn your wheel to the right, which is the starboard side, your rudder, (and it is the rudder that steers the ship,) will also swing towards the right or starboard quarter. [Note. Wheel and rudder move toward the same side] and your ship's head will swing to the right or starboard. If you wish to swing to port turn your wheel to the left, which is the port side, and your rudder will swing toward the port quarter and your vessel's head will swing to the left or port. [Note. The tiller or helm is the handle to a rudder, and in my estimation should not be considered when steering with a wheel.]

If sailing vessels turn their wheel the opposite from steamers there will be confusion again. Why! Because steamers get their wheelsman from among the vessel men; one can imagine the result. As the ruling now is steamers to be safe would be compelled to confine themselves to steamboat wheelsman, as a master would not feel safe with a vesselman at the wheel. Why! because sailing vessels turn their wheels the opposite from steamers and from force of habit are apt to turn the wheel the wrong way, especially so when in close quarters, and what would be the result. Collision and the probable loss of life or the stranding of some of our fine steamers. The Sault ste. Marie river would not admit any such errors. No, let the change, if any be with the sail vessel's wheel; let that be the uniform mode of steering instead of crossing wheel chains and turning the wheel the opposite direction to which common sense teaches us. I do not think the committee to whom this matter was referred fully understood the importance of the question which was before them, or the confusion which is sure to follow such a ruling as they have made.

Now fully seven-eighths, of the vessels on the lakes, sail and steam included, turn their wheels to the right for starboard and to the left for port. As it is the rudder that steers the ship you will see that the steamers which turn their wheels the same as sailing vessels, turn it toward the side to which the rudder swings, which is right. If the reeving remains as acted upon there will be confusion at the wheel, and vessel owners should act promptly and have the ruling reversed if possible.

STEAMBOAT MASTER.

[*Around the Lakes Continued from 1st Page.*]

ERIE.

Special to the Marine Record.

Navigation is open at this port. The bay is clear of ice, and the fishermen are out on their tugs, laying their nets.

The docks are filled up with coal, ready to be shipped.

The barge Golden Age loaded a cargo of hard coal last week.

W. J. Bates, shipbuilder, has been putting new wale strakes and chocks aft on the propeller Philadelphia; also, calking her decks, fixing her floors and giving her general repairs. The barge Allegheny has had her ceiling overhauled and been calked inside and out. The propellers Wissahickon and Juniata have had their decks calked, a general overhauling and necessary repairs. The propeller Clarion has had her main deck calked and some repairs, and is being scraped inside and out, to receive a new coat of paint. Captain Sisson, of the Anchor line, is superintending the work. The schooner Annie P. Grover, of Toledo, will receive new hatches and hatch combings, which will be enlarged three feet, as the schooner has been chartered for the stone carrying trade. The schooners Porter, Sage, and Merrill, of Milwaukee, are receiving a general overhauling and necessary repairs. The Golden Age, of Milan, has received necessary repairs. The schooners Kingfisher and Perew are to receive some calking and general repairs.

E. C. Loomis, shipbuilder, is converting the steambarge A. Folsom into a double-decker, for her owner, Captain Wm. Mitchell, of Bay City. The schooner Stratford, owned by Captain Davis, of this port, is receiving some new deck plank and necessary repairs, and some iron strapping in her hold. Several fishing tugs are receiving repairs.

WILLIAMS.

MILWAUKEE.

Special to the Marine Record.

Last Saturday seemed a harbinger of spring, but, presto change, to-day it is full-fledged winter weather and the opening of navigation looms up in the distance only, while the hardy skippers hug the stove and moan and sigh for the days that are to come, say, about July.

Captain Frank Boden is here from Chicago to look after the repairs to be made to his steamer City of New York.

Captain Mart Swain, the elegant Mart, blew in here from Chatamont the other day. Captain Swain is making extensive repairs to the wrecking tug Leviathan and intends having her in first class shape for this season's work. The captain's ability as a wrecking master is so well known that comment is unnecessary more than to say that with the outfit now under his control he will be expected to accomplish wonders.

The schooner S. V. R. Watson is about done with her repairs, and Black Jack is correspondingly happy, and greatly elated to find her in such good shape. In boring her for refastening not one particle of rotten wood was found, not even on the outside of her frames, which are sound as a dollar from the top timbers down to the keel, and the borings are as blue as indigo, which shows that she must have had more than ordinary care and absorbed an immense amount of salt.

The repairs to the steamer Keystone are also nearing completion, and to quote the words of Captain Sutherland, is a job of which Wolf & Davidson may be proud.

Mr. William Wills, S. F. Hodge & Co.'s Scotchman, has arrived here, to put the finishing touches to the engine of the Roswell P. Flower, and you can safely say that when he leaves her she will be a counterpart of the wonderful one-hoss shay, good for one hundred years and a day. Mr. Reynolds Hill, also of Detroit, is here. He will be chief engineer of the Flower, and at the present time is Mr. Wills' coadjutor, and let me remark here that they are so much alike that one basket does not hold grub enough for them. Captain Tinney is very busy buying stoves and other articles pertaining to the outfit of the Flower, and it is said that when he receives newspaper reporters and other distinguished visitors on board his steamship that he will wear a dress suit and golden slippers.

The recent transfers of vessel property recorded at the Milwaukee custom house are as follows: Schooner Henry C. Richards, I. Testenson to W. D. & H. C. Richards, one-fourth, $5,940; schooner Persia, James Peterson, of Chicago, to Samuel Martin, of Racine, the whole, $1,150; schooner Wonder, Joseph Fixter, of Milwaukee, to Cornelius Anderson, of Racine, the whole, $1,300; steamers David W. Rust and Progress and barges D. K. Clint and L. C. Butts, nominal transfer by Menominee Mining Company to Chapin Mining Company; steamer Susie Chipman, Odin P. Wanvig, to Louis J. Larson, of Milwaukee, four-sixteenths, $1,125; same D. W. Chipman to A. F. Bues, of Milwaukee three-sixteenths; $3,375, same, C. S. Raesser to H. F. Bues, of Milwaukee, three-sixteenths, $3,375; same, D. W. Chipman and C. S. Raesser to Odin P. Wanvig, four-sixteenths, $2,250. Schooner David Vance, fractional transfers prior to the recent sale in entirety. Schooner Sardinia, George B. Mattoon to Watson D Crocker, of Sheboygan, one-sixth, $417. Schooner Lomie A. Burton, Odin P. Wanvig, to John, D. Wanvig, of Milwaukee, one-eighth, $750. Schooner Napoleon, John, D. Wanvig to Louis Knudson, of Milwaukee, one-quarter, $550. Tug Pottawattomie, Henry Van Ells and others, of Milwaukee, to William Smith, of St. Joseph, Mich., the whole, $1,300. Schooner Evening Star, Charles Raab to Watson D. Crocker and others, of Cheboygan, the whole, $5,200. Schooner Norma, Cornelius Anderson to Peter Solberg, of Racine, the whole, $750. Schooner John B. Merrill, nominal transfer, involving no change of ownership. Steamer G. P. Heath, Christian Braunsdorf to C. A. Dean, of Sheboygan, one-half, $2,400. Schooner Arctic, already mentioned.

The 40,000 bushels of wheat shipped out of Milwaukee by C. J. Kershaw & Company went to New York across the lake by the Commercial Express, and is a part of a contract with the same line to carry 60,000 bushels.

Wolf & Davidson have more work than they can attend to at present. I see by the RECORD that the Buffalo shipyards have raised their mechanics' wages 10 per cent. They are behind the times; Wolf & Davidson did that a month ago.

The marines are enjoying good health, and as for myself, well, you can't kill a reporter. Nothing troubles me but empty pockets, and they belong to the perfesh.

CAPTAIN KIDD.

MARINE CITY.

Special to the Marine Record.

St. Clair river is comparatively clear of ice. The tug Roy transferred the C. W. Curtis to the Butteroni docks to-day, after she had discharged a large quantity of salt barrel hoops at the Toledo block.

Captain C. H. Westcott was dispatched to from St. Clair on the 12th inst. that his nephew was dying.

The following appointments have been made: J. C. Pringle, Captain J. C. Pringle; Ed Smith, Captain Al Mitchell; Bay City, Captain Richard O'Conor; Mat Sicken, Captain John Kuhn; D. F. Rose, Captain C. M. Saph; A. A. Turner, Captain Henry Scott; Tempest, Captain Tom Taylor; C. W. Curtis, Captain Bob Graves; Kate Butteroni, Captain Charley Butteroni; Wm. Cowie, Captain Wm. Maxwell; Abercorn, Captain James Leitch; Cottrell, Captain Phil Rice; New Orleans, Captain Joseph Cottrell. The appointments for the Louisiana will be in our letter next week.

Edward Smith, of the firm of Brown & Co., of Buffalo, is in town. His business here is to purchase one or two steambarges, of medium size, for upper lake trade we think. Mr. Smith is also negotiating a settlement with the owners of the steambarge Lowell and tow, for damages caused to same by the Araxes last season while the former were lying at Port Huron, Captain Chas. H. Westcott, of the Lowell, putting the same at $150.

McNiff & Son will have their range lights in first class order at the opening of navigation, with buoys at all the points where it is necessary to keep boats from getting into trouble. Buoys will be painted black, and will be anchored in fourteen feet of water.

BOB.

ASHLAND.

Special to the Marine Record.

The weather up here is fine, and the prospects are that the ice in Ashland harbor will all be out by the 1st of May, as it is thawing very rapidly this last week. K.

MR. J. HUGHS, who has conducted a meat market at 643 Detroit street Cleveland, Ohio, for many years, and who has always had a good vessel trade, will open a branch market at Fairport this season with a full line of the best quality of meats, fresh and salt, ham, bacon, lard, sausage etc. Steamboats and vessels supplied promptly at lowest prices. A capable and obliging man will have charge.

G. F. Sheldon & Son, Ashtabula Harbor, are getting their meat market at their old stand, ready for the coming season. Vessel men will find the choicest meats at fair prices, and will receive good treatment.

ON April 1st., I will open a new meat market at 35 Bridge St., Ashtabula Harbor, opposite Harrisons milk depot, where I can be found at all times, with a choice line of fresh and salt meats, and would be pleased to see all my old marine friends.

BERT WILLIAMS.
Formerly of Burrill & Williams.

BOILER AND ENGINE WANTED.

The undersigned wants to buy a second hand marine boiler, size 4½ or 5 feet wide by 9 feet long. Also an engine 12x14 or 13x13. Address,
LEE S. DELAND.
Bay City, Mich.

NOTICE.

Having made arrangements with the M. L. S. & W. R. R. Co., also with the Wisconsin Central R. R. Co. We shall keep the Tugs Pacific and Cyclone at Ashland, during the season to handle vessels around their respective docks.

TRUMAN & COOPER, Manitowoc, Wis.

TUG FOR SALE.

The undersigned offers for sale the fine tug Dreadnaught. She is 73 feet long, 16 feet beam, 9 feet hold, with double engines 14 and 14 by 16 built by Burton. Her boiler is in excellent condition and is allowed 100 pounds of steam. The tug is only four years old. Address,
THOMAS DOWLING.
248 Clinton St., Cleveland, Ohio.

C. J. STARKEY,
Grocery & Provision Store.
Special Attention Given to Vessel Supplies.
FAIRPORT, O.

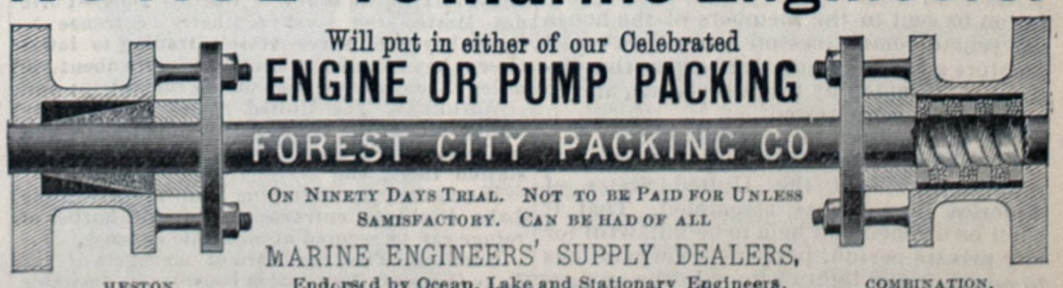
C. A. KING,
General Stevedoring. Discharging Loading and Ore Trimming Promptly Attended to. A Large Force of Men always on Hand. Information in regard to
DEPTH OF WATER OF ALL DOCKS IN
ASHLAND HARBOR
gladly furnished. Quick dispatch guaranteed.
Patronage Solicited.
C. A. KING, Ashland Wis.

McKINNON BROS.
Ashtabula Harbor, O.,
Machinists, Shipsmiths & Steamfitters;
ALSO, DEALERS IN
Engineers' Supplies, Lubricating and Burning Oils.
BUSINESS PROMPTLY ATTENDED TO.

E. H. BURRILL,
Fresh and Salt Meats
AT LOWEST PRICES.
Vessel Supplies a Specialty.
49 BRIDGE ST. ASHTABULA HARBOR, O.

MARINE REPORTER AT THE STRAITS.
Reports of Passing Vessels a Specialty.
Messages Delivered to Passing Vessels Day or Night, Weather Permitting.
MY ICE REPORTS MAY BE RELIED ON.
SEVENTEEN YEARS EXPERIENCE
The Patronage of the Marine Public Respectfully Requested--Charges Reasonable.
F. J. STIMPSON, MACKINAW CITY MICH.

NOTICE--To Marine Engineers.



Will put in either of our Celebrated
ENGINE OR PUMP PACKING
FOREST CITY PACKING CO
ON NINETY DAYS TRIAL. NOT TO BE PAID FOR UNLESS SAMISFACTORY. CAN BE HAD OF ALL
MARINE ENGINEERS' SUPPLY DEALERS,
Endorsed by Ocean, Lake and Stationary Engineers.
HESTON, COMBINATION,
Write for Circular.
CLEVELAND, OHIO, U. S. A.

Continued from 2d Page.

accordance with General Poe's suggestions.

Resolved, That nothing in the foregoing preamble or resolution is to be construed as implying any approval by this association of any possible future proposition to bridge the south or main channel, from Belle Isle to the Canadian shore; but on the contrary this association desires now to place on record its opposition to any such possible measure, believing that it would prove almost fatal to the important commercial interests of the lakes.

APPENDIX B—BRIDGE ACROSS THE SAULT STE MARIE RIVER.

WHEREAS, House bill 6104, 49th congress, first session, being entitled "An act to authorize the construction of a railroad bridge across the St Marie river," passed the house of representatives July 20, 1886, and was referred by the senate July 21 to the committee on commerce, and

WHEREAS, The board of managers of the Lake Carriers' Association believe that a bridge such as is contemplated by this bill would interfere seriously with the important and rapidly growing commerce of Lake Superior,

Resolved, That the senate committee on commerce, through its chairman, be requested to allow this association a hearing before any further action is taken on this bill.

Resolved, That certified copies of these resolutions be sent to the secretary of war, to the members of the senate committee on commerce from the states represented by this board, and to other persons interested.

APPENDIX C—LABOR ARBITRATION.

WHEREAS, The popular sentiment of the country, as voiced by the public press, and by the recent message from the president of the United States, favors an experimental resort to voluntary arbitration as a proper national method of dealing with questions between employers and the employed, that now unfortunately distract the country, and seriously impair its business prosperity.

Resolved, That the Lake Carriers' Association concurs in the popular sentiment aforesaid, and believes that a resort to voluntary arbitration promises possible results that justify the experimental use of such arbitration as a national method for the investigation and settlement of important questions between employers and the employed that can not be otherwise amicably disposed of.

Resolved, That for the purpose of providing for a prompt test of this method, the Lake Carriers' Association propose to unite with associations of employers and employed, in an invitation to Hon. Grover Cleveland, acting in his capacity as a private citizen of the United States, to nominate a board of arbitration, such as was referred to in the recent message of the president of the United States.

Resolved, That the associations uniting in the invitation aforesaid shall be asked to promptly designate representatives to meet and outline the powers and duties of the proposed board of arbitration and provide for its necessaary expenses, in order that it may at once enter upon the work of investigation and recommendation,

Resolved, That the president and secretary be, and they are hereby instructed to transmit certified copies of this preamble and resolutions to the Hon. Grover Cleveland, and to prominent associations of employers and of the employed in the United States; together with a form for signature, inviting the Hon. Grover Cleveland to act as aforesaid.

APPENDIX D—HARBOR OF REFUGE AT LAC LA BELLE.

WHEREAS, An excellent harbor of refuge on Lake Superior can be secured at Lac la Belle, Michigan, at moderate expense, by continuing improvements heretofore established there; and

WHEREAS, There is now no good harbor of refuge any where on Lake Superior, and Lac la Belle would be a very desirable place for the establishment of such a harbor,

Resolved, That the board of managers of the Lake Carriers' Association urge upon congress the desirability of establishing and maintaining a harbor of refuge at Lac la Belle, Michigan; the channel from Lac la Belle to Bete Grise Bay (Lake Superior), to be of not less than eighteen feet depth.

Resolved, That copies of this resolution be sent to the secretary of war, to the senators and representatives from the different districts represented by this board, and to other persons interested.

APPENDIX E—PRIVATE LIGHTS IN PUBLIC WATERS.

WHEREAS, A bill was introduced in the house of representatives (H. R. 995) in the first session of the present congress, by Mr. Dingley, "to prohibit the establishment of private lights and private buoys, and for other purposes;" and

WHEREAS, This bill was referred, January 5, 1886, to the committee on commerce, and has not since been reported back to the house,

Resolved, That the board of managers of the Lake Carriers' Association, being strongly opposed to the establishment of private lights in public waters, urge upon congress the desirability of passing the above mentioned bill.

Resolved, That certified copies of this resolution be sent to the members of the house and senate committees on commerce, to all senators and representatives from the districts represented by this association, and to other persons interested.

The bill referred to is as follows:

Be it enacted by the senate and house of representatives of the United States of America in congress assembled, That it shall be deemed and held to be unlawful for any private person, persons, or corporations to establish any light or buoy in the navigable waters of the United States, to act or to be used as aids to the navigation of the waters of the United States.

Sec. 2. That any one convicted in a court of the United States of having so established a light or buoy shall be liable to the penalty prescribed by the United States statutes for having committed a misdemeanor.

Sec. 3. That on being satisfied by any corporation or private person that his or their interests will suffer unless a light or lights or a buoy or buoys are immediately established, the lighthouse board may, and hereby is authorized to establish inexpensive temporary lights, if need be, on land which the board is hereby authorized to lease on the best terms it can obtain; and said board is also authorized to pay for the lease of sites, the erection of such inexpensive temporary lights thereon, and for the employment of laborers to maintain such lights, and for the supplies, such as oil, wicks, chimneys, and other articles necessary for the maintenance of such lights, from the general appropriations made for the support of the lighthouse establishment: Provided, That funds can be, in the opinion of the lighthouse board, spared from said appropriations for such purpose: And provided further, That t said lighthouse board shall make due report of its action in each such case, with its reasons therefor, through the proper department, to congress, at its then current session, or if congress be not in session, at its next session, when if due appropriation is not made for the continuance of each such light by said congress, then each such light shall be discontinued within three months after the expiration of said congress.

APPENDIX F—PORTAGE LAKE CANALS.

WHEREAS, The canals through Keweenaw Point, Lake Superior, known as the Lake Superior ship canal, Railway and Iron Co. canal, and the Portage Lake and River Improvement Co. canal, can now be purchased by the United States, free of all encumbrances, for about one-tenth of their original cost of construction; and

WHEREAS, These canals are of great advantage to the commerce of Lake Superior, enabling vessels to avoid the dangerous passage around Keweenaw Point, and afford a material saving in distance to the coasting trade; and

WHEREAS, These canals furnish opportunities for very valuable harbors of refuge on either side of Keweenaw Point, at moderate expense,

Resolvea, That the board of managers of the Lake Carriers' Association consider it eminently desirable and proper that the United States should purchase these canals with a view to improving the same, and making them a free passage way and harbors of refuge.

APPENDIX G—PORTAGE LAKE CANALS.

HOUGHTON, MICH., October 20, 1886.

Francis Almy, Esq., Secretary Lake Carriers' Assoeiation, Buffalo, N. Y.:

SIR: The board of engineers, constituted by special orders No. 112, Headquarters Corps of Engineers, U. S. A., August 15, 1886, to examine the Portage Lake canals and the water communication across Keweenaw Point, with a view to making them a free passage way, has received the copy of the resolution upon this subject adopted by the board of managers of your association at their meeting held at Buffalo on the 12th inst. In addition to this general expression of opinion, the board of engineers desire to obtain from each of the principal persons interested in the navigation of the lakes an expression in writing of their individual views. The board will be under obligations to you if you will communicate with such of your members as are most largely interested in navigation, and request them to address letters, at the earliest practicable date, to General Henry L. Abbot, Army Building, 33 West Houston Street, New York, in which they will give their knowledge and opinion upon the following points

1. In what trade they are engaged; whether through or local.

2. What use is now made by them of the water-way, and of the route outside Keweenaw Point; and why one is used rather than the other.

3. What use would be made by them of the two routes, and the reasons therefor, respectively, if the canals were improved and tolls removed.

4. What use would they make of a safe harbor of refuge in this vicinity, whether in Portage Lake or elsewhere.

5. What depth and width of canal will be required to accommodate the present commerce of the lakes, with reasons.

6. What depth and width of canal will be required to accommodate the prospective commerce of the lakes, with reasons.

Very respectfully your obedient servant,

HENRY L. ABBOT,

Colonel of Engineers, Bvt. Brig. General, President of Board.

APPENDIX H.—STURGEON BAY AND LAKE MICHIGAN SHIP CANAL.

WHEREAS, A board of engineers has been appointed by the secretary of war, under the river and harbor act, approved August 5, 1886, to examine into the advisability of the acquisition and improvement by the United States of the Sturgeon bay and Lake Michigan ship canal, with a view to making the same a free passageway and harbor of refuge; and

WHEREAS, This ship canal connects the waters of Green bay and Lake Michigan at a point about forty miles south of Death's Door—Porte des Mortes—the most southerly entrance to Green bay, and saves vessels trading to lower Green bay from Lake Michigan ports about 150 miles of rough navigation on the round trip; and

WHEREAS, The United States has already built a pier at the Lake Michigan entrance, and has established a light-house and a life-saving station there; and

WHEREAS, By enlarging and protecting the Lake Michigan entrance a desirable harbor of refuge can be secured at moderate expense,

Resolved, That the board of managers of the Lake Carriers' Association consider it desirable and proper that the United States should, in the interest of lake commerce, have control of the said Sturgeon bay and Lake Michigan ship canal, and make the same a free passageway and harbor of refuge.

APPENDIX I.—PLAN OF ARBITRATION.

If any difference occurs between members of the Lake Carriers' Association who have subscribed to these rules, as to the amount to be paid for assistance rendered to sail or steam vessels or tugs in distress, each such difference may be referred to arbitration as herein provided, when requested by either party interested. The request for arbitration must be addressed, in writing, to the secretary, and should contain a concise statement of the question to be arbitrated, signed by the party or parties in interest.

The secretary shall, on receipt of a request for arbitration, give to each member interested written notice to appoint one disinterested arbitrator from the board of managers, and shall request the two arbitrators so chosen to select a third. If the three are not so chosen, and the secretary advised, within ten days, the one or more not chosen may be appointed by the president of the Lake Carriers' Association, if he is not an interested party; otherwise by a disinterested vice-president selected by lot by the secretary.

The arbitrators shall call, through the secretary, for a written statement from each party interested, of his view of the question at issue. The secretary shall at once furnish each party with a copy of his opponent's argument. Each party may appear in person or by proxies before the arbitrators, to give such further information as he may desire, or may furnish further counter evidence, written or oral. The arbitrators may, in any special case, make any change in this method of procedure that they may mutually agree upon.

The arbitrators shall file their award, in writing, with the secretary, who shall promptly communicate a copy in writing to each party interested. The award of the arbitrators, or of a majority of them, will be binding on both parties, subject to appeal as hereinafter provided.

Appeal may be entered, by written notice to the secretary, within ten days after the date of the decision of the arbitration committee. In case only one party made the request for arbitration, his cause shall not be subject to appeal.

The appellate committee shall consist of the two members first chosen on the original committee, of two more, one chosen from the board of managers by each party to the arbitration, and a fifth appointed by these four. If the five are not so chosen, and the secretary advised, within ten days, the one or more not chosen may be appointed by the president of the Lake Carriers' Association, if he is not an interested party; otherwise, by a disinterested vice-president selected by lot by the secretary. The method of procedure for the appellate committee shall be the same as that for the original committee. The decision of a majority of the committee shall be final.

Each member of the arbitration committee, and the secretary of the association, shall receive ten dollars, and his expenses if called away from home. Fees to be paid in advance, by the party asking the reference; if both parties join in asking the reference, fees to be divided equally between them. Fees for appeal, also ten dollars, and expenses if called away from home, for each member of the committee, and for the secretary. Fees to be paid by the party appealing.

Any member may withdraw from this agreement by ten days' written notice to the secretary, it being understood that he will abide by the decision of any case in which he may have interest prior to such withdrawal.

I agree to be bound by the foregoing rules until I give notice of withdrawal as therein provided.

THE YACHT RAHDA.

Special Correspondence to the Marine Record:

NEW YORK, February 28.

Some one has facetiously remarked that "none but the rich enjoy this life," which axiom some one else has amended to read, "but no clergyman need apply." Fate had early cast me into the cloth, and a chain of circumstances had so completely shackled me that I could not unbar the gate of reverend restraint and go untrammeled into the broad field of social freedom. You can readily understand, Mr. Editor, with what feeling of consternation I listened to the arrangements that were being made to visit the famous yacht Rahda, knowing that I was to be excluded from the party, and why? Because of intemperate habits? No! Because of my non-affiliation with the Engineers' Association? No! Because of any evil deed done? No! But because I was classed among the gentlemen of the cloth. However, I am not the first patient and earnest divine who has been made to taste the gall and acrimony of an apostate, and to suffer privation and disappointment for the glory of his sacred and reverend profession, with a patience born of long hours of duty, towing barges on the Mississippi, as second, with a man who never got out of bed when he was called, I said nothing to anyone, but let nature take its course. I merely give this statement to make good the words as above quoted, which have been imputed to some wise being whose name is lost to history.

In substantiation of the opening axiom of this letter I will say that among the rich men of New York City Mr. J. M. Seymour holds a prominent place; not alone for his reputed wealth, but for his dignity as a man, his zeal as a friend, and his acumen as a financier. Though Mr. Seymour has amassed a princely fortune it has not, in any sense, made him unapproachable, hence, he is justly popular with all, and while a prince in wealth, he is no less so among his fellowmen, for many a man has received handsome bounties from his munificent hand. Mr. Seymour owns the yacht Rahda, a beautiful craft, upon which he spares neither skill nor wealth to make it a floating palace. With decks as white as wood can be made, upholstery and furniture that vie with fabled stories of royal palaces, he makes, in this liliputian ship, an annual voyage to southern waters.

Mr. Nicholas Furlong, one of New York's most skilled engineers, is chief engineer of the Rahda, and he fairly thrilled Harris, Wilson, Russell, Bateman and Young, from the Mississippi, when he told them about the Rahda having a steam generator upon which the inspectors allowed two hundred pounds of steam.

Good breeding overrun superstition, and Tom Dowd, of Chicago, surreptitiously invited me to be one of the party, who, under the pilotage of Chief Engineer Furlong, were to visit the Rahda. The famous yacht had been out of commission for nearly three months under waiting orders, officers and crew in full uniform, all on board.

Preparations had been made to receive the delegates, and the officers and men met the party and did the illustrious owner due credit by their urbane deportment and suavity of manner.

The Rahda has triple compound engines, which can be converted into straight high pressure by changing the exhaust from the condenser to the roof. The exhaust pipe on the roof, used under high pressure system, is a copper, funnel-shaped pipe just appearing above the deck over which a fancy wooden top is retained under ordinary circumstances.

The cabin is a beautifully arranged apartment. Rows of books on either side furnish food for the intellect, while a mammoth music-box regales the senses with rarest gems from old masters. After we had viewed every part of the vessel, and listened to a brief history of her construction, and a eulogy of her generous owner, we were invited into the cabin.

"Parson," said Chief Engineer Furlong, "as you never smoke I trust you will excuse us if we repair to the smoking room and enjoy a cigar. In that locker there you will find a field-glass with which you may view the harbor, if you like."

With this gentle reminder of my unpleasant profession the party disappeared into an inner cabin. Mr. Editor, don't mention it, but I want to confess that my fall dates from that fatal moment, for on my going to the locker to get the field-glass, I found a pint bottle, two-thirds full of as good stuff as ever passed the lips of any expounder of theology, and being curious to know if it was communion wine I sampled it; yes, I sampled it several times. Well, I may add that I got outside of all of it, for I was lonesome, being left by myself.

The smokers in the inner cabin had concluded their smoke, were in the engine-room, and to test the machinery Chief Engineer Furlong had set the engines in motion. The shaking caused by the turning of the screw, rather made me seasick, so I crawled up the companion way, and going forward on the roof, seated myself on the wooden-topped exhaust pipe, and quietly dropped off to sleep, dreamed about flying machines and the like. I had just changed the scene in my dream, when Mr. Stroder peered up through the roof from the engine room, and after scanning the horizon, quietly said:

"Say, Mr. Furlong, suppose you try her high-pressure for awhile, I'd like to see how she operates."

"All right, Mr. Stroder," said the obliging chief, "here she goes." Suiting the action to the word he pulled a lever, the engine made one exhaust, and I shot overboard as if I had been hurled from a cannon. Of course, consternation filled the breasts of the visiting delegation, and as they fished me from the water I heard one of the gentlemen remark that I must be a pretty engineer not to know better than to sit down on the top of the exhaust pipe when I might know they would want to exhaust out occasionally.

THE SECOND ENGINEER.

IT showed great want of thoughtfulness in congress to allow our majestic and leisurely president so little time to consider this measure. They should have known that just this result would follow. It is not a desirable result. Comparatively few jobs were included in this bill and Wayback and Podunk did not receive undue prominence. Most of the expenditures called for were really, of national importance. The worst of it is next year, twice as much will be called for, much of which will be needed to repair unfinished improvements now rapidly going to rot. Since the government is committed to the policy of internal improvement there ought to be annual and sufficient appropriations to carry on the work already begun.

"It is a popular impression," said the captain of the Dean Richmond, "that Lake Michigan has never been frozen over. This is a mistake. Two years ago there was good ice all the way from Milwaukee to Grand Haven—about eighty miles—and the anchor ice, the ice nearest the shore, was two and three feet thick. Anchor ice is not disturbed by winds. It attaches itself to the frozen sand, and there it stays until it becomes rotten.—Chicago Herald.

THE Lake Superior News says: The president submitted the rivers and harbors appropriation to the indignity of a pocket veto, not so much because he found it called for reckless expenditures and viscious extravagance, as because not having time to ruminate over it, and reach one of his rock ribbed decisions he preferred not to sign it improvidently.

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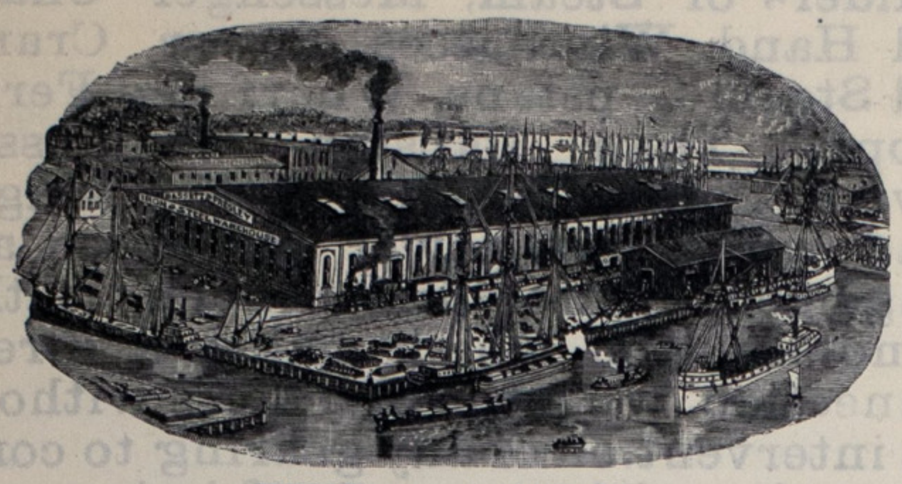

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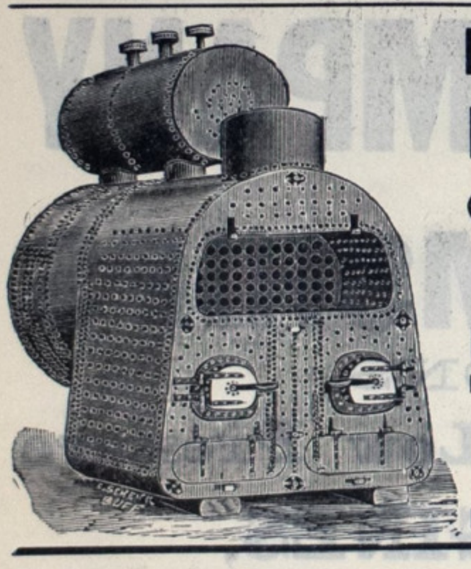

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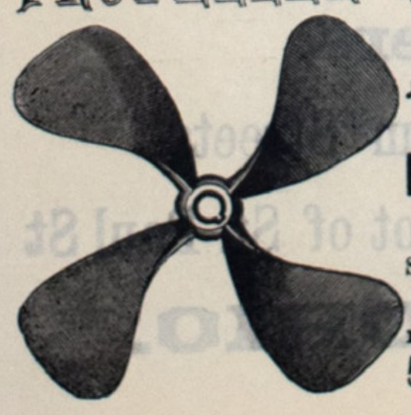

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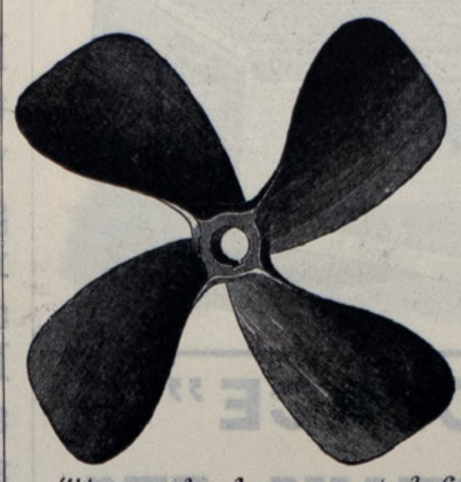

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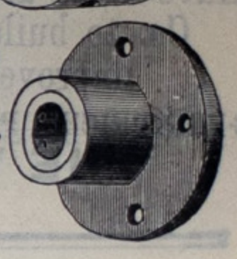

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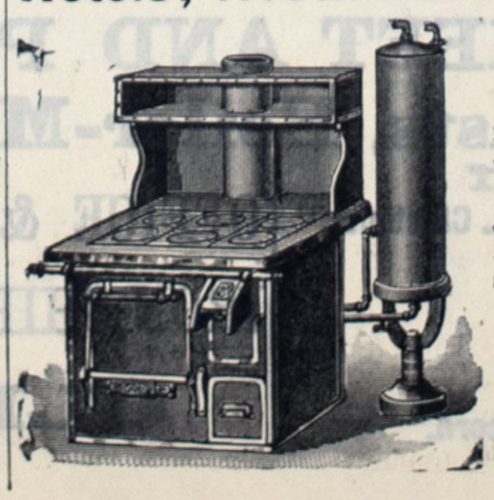

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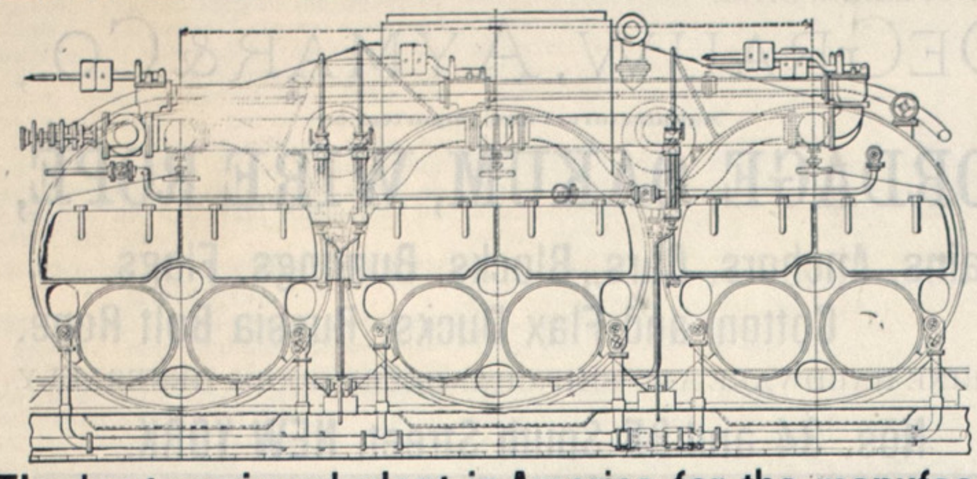

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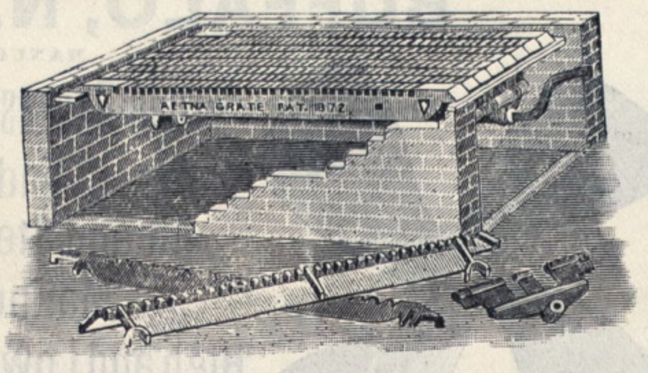

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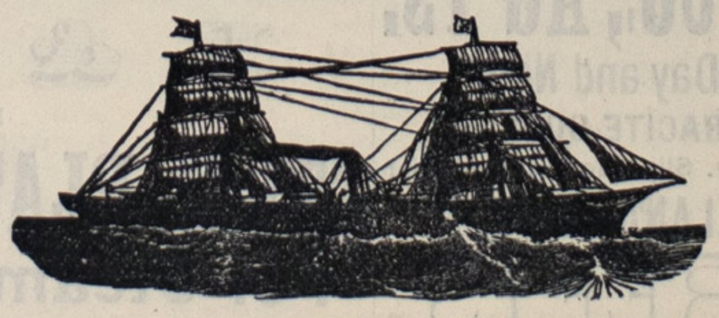

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